

c 4512(2)

LIBRARY

SA

Newport Port Health Authority



Annual Report

For the Year 1961.

BY

THE MEDICAL OFFICER OF HEALTH,
W. B. CLARK, M.B., Ch.B., D.P.H.

Newport Port Health Authority



Annual Report

For the Year 1961.

BY

**THE MEDICAL OFFICER OF HEALTH,
W. B. CLARK, M.B., Ch.B., D.P.H.**

COUNTY BOROUGH OF NEWPORT

HEALTH COMMITTEE, 1961/62

(ACTING AS THE PORT HEALTH AUTHORITY)

Chairman :

ALDERMAN T.F. MOONEY, J.P.

Deputy Chairman :

COUNCILLOR R. POOK.

THE MAYOR

(COUNCILLOR H.H. JONES, J.P.)

ALDERMAN W. CASEY, J.P.

" MRS. M.J. DUNN.

" A.E. WILLS, J.P.

" M. SELBY, J.P.

COUNCILLOR C.A. STONE.

COUNCILLOR C.L. TUCKER.

" F.H.L. KEMP.

" R.K. WILLIAMS.

CO-OPTED MEMBERS.

DR. W.J. THOMPSON.

DR. H.G.C. PAYNE.

Town Clerk :

J.G. ILES.

Treasurer :

E. JONES, F.I.M.T.A.

Medical Officer of Health :

W.B. CLARK, M.B., Ch.B., D.P.H.

Deputy Medical Officer of Health :

J. SLEIGH, M.B., Ch.B., D.P.H.

Senior Port Public Health Inspector :

R.M. SCORRER, CERT. ROYAL SANITARY INSTITUTE *

Port Public Health Inspector :

R.P. COOPER, CERT. ROYAL SANITARY INSTITUTE *

Rodent Operative :

T.E. RILEY

* Also Certificate for Inspection of Meat and other Foods.

NEWPORT PORT HEALTH AUTHORITY

PUBLIC HEALTH DEPARTMENT,
CIVIC CENTRE,
NEWPORT, MON.

Tel. Newport 65491.

*To the Chairman and Members of the Health Committee
acting as the Port Health Authority.*

I beg to submit my Report for the year 1961. It is made in accordance with Regulation 12(4) of the Public Health Officers (Port Health Districts) Regulations, 1959.

The proportions contributed by the various Riparian Authorities towards expenses incurred by the Port Health Authority for the year ended 31st March, 1961, are as follows:- County Borough of Newport, 87.03 per cent.; the Rural District Council of Magor and St. Mellons, 0.47 per cent.; City and County Borough of Cardiff 12.50 per cent.

SECTION 1 - STAFF

TABLE A

Name of Officer	Nature of Appointment	Date of Appointment	Qualifications	Any other Appointments Held
W.B. CLARK	Port Medical Officer of Health	7th Dec. 1954	M.B., Ch.B., D.P.H.	Medical Officer of Health, and Principal School Medical Officer etc. for County Borough.
J. SLEIGH	Deputy Port Medical Officer of Health	9th May, 1955	M.B., Ch.B., D.P.H.	Deputy Medical Officer of Health and Deputy Principal School Medical Officer etc. for County Borough.
R.M. SCORRER	Senior Port Public Health Inspector.	1st July, 1931	Cert.R. San.I.Meat & Other Foods Cert.	-
R.P. COOPER	Port Public Health Inspector	4th Jan. 1937	Cert.R. San.I.Meat & Other Foods Cert.	-
T.E. RILEY	Rodent Operative	8th Sept. 1958	-	-

**SECTION 11 - AMOUNT OF SHIPPING ENTERING
THE DISTRICT DURING THE YEAR
TABLE B**

Ships from	Number	Tonnage	Number Inspected		Number of Ships re- ported as having or having had during the voyage, infect- ious disease on board
			By the Medical Officer of Health	By the Public Health Inspector	
FOREIGN PORTS	6 16	1,017,901	13	593	-
COASTWISE	2,489	825,257	-	722	1
TOTAL	3,105	1,843,158	13	1,315	1

**SECTION 111 - CHARACTER OF SHIPPING AND TRADE
DURING THE YEAR
TABLE C**

PASSENGER TRAFFIC

Number of Passengers INWARDS	...	89
Number of Passengers OUTWARDS	...	367

CARGO TRAFFIC

Principal IMPORTS:

Aluminium, Bauxite, Beer, Cider, Cider Apples, Cork Rods, Cork Products, Ferrosilicon, General Cargo, including Silicon Tetrachloride, Silicone Fluoride, Canned Meats, Lard, Flower bulbs, Trees and Shrubs, Strawboards, Wood Pulp, Hardboard, Machinery and parts, Cheese, Polymer Flake, Phthalic Anhydride, Asbestos Shorts, Dairy Cream, Wire Netting, Electrical Switchgear, etc., Iron Ore, Lumber, Pitprops, Timber, Railway Sleepers, Telegraph Poles, Beech Logs, Plywood, Steel-Joists, roof bars, billets, rounds, angles and slabs, Sulphate of Potash, Muriate of Potash, Wheat Flour, Silver Sand.

Principal EXPORTS:

General Cargo, including Tinplates and manufactures of Iron, Steel and other metals, Oil, Cement, Coal and Motor Cars.

PRINCIPAL PORTS from which vessels arrive.

Antwerp, Amsterdam, Arklow, Aarhus, Archangel, Aghia Maria, Baltimore, Bordeaux, Bremen, Bayonne, Caen, Casablanca, Copenhagen, Cadiz, Drammen, Dunkirk, Dieppe, Eydehavn, Emden, Ghent, Gamelby, Gdansk, Gothenburg, Halifax, N.S., Hamina, Honfleur, Kingstown, Kopping, Kitimat, B.C., Karlsham, Kalmar, Kramfors, Kotka, La Goulette, Lisbon, Leixoes, Leningrad, Monrovia, Montreal, Merikarvia,

Mantyluoto, Marieberg, Mersin, Narvik, New Westminster, Odense, Oslo, Oskarshamn, Port Alfred, Puerto Ordaz, Quebec, Rotterdam, Ronneby, Ravso, Rouen, Skien, Seven Islands, Stavanger, Toulon, Volo, Vancouver, Victoria, Valdermarsvik, Varberg, N.S. Wabana, Waterford, Yzpila.

SECTION IV - INLAND BARGE TRAFFIC

There is no inland barge traffic using the district.

SECTION V - WATER SUPPLY

(1) Source of supply for (a) the district - The drinking water of the Port is obtained from the Newport and South Monmouthshire Water Board, which obtains its supply from upland waters which are impounded in Reservoirs, the water subsequently being filtered through pressure filters. An additional supply is obtained from Talybont (Brecon Beacons) which is passed through Gravity Low Pressure Filters and chlorinated; (b) Shipping - This water is shipped direct from the town mains.

(2) Reports of tests for contamination - Monthly tests for contamination and quarterly chemical analysis are carried out by the Public Analyst.

(3) Precautions taken against contamination of hydrants and hosepipes - Hydrants and hosepipes are covered and are flushed out before being used.

(4) Number and sanitary conditions of water boats, and powers of control by the Authority.

There are no water boats operating within the district of the Port.

SECTION VI - PUBLIC HEALTH (SHIPS) REGULATIONS, 1952 to 1961.

(1) LIST OF INFECTED AREAS. (Regulation 6).

Arrangements for the preparation and amendment of the list, the form of the list, the persons to whom it is supplied, and the procedure for supplying it to those persons.

Lists are made out from time to time as necessary, amendments being notified by letter. The lists are typed on gummed paper which are fixed within specially prepared holders, supplies of the latter being issued to officers of H.M. Customs, Immigration Officers and Pilots through the Pilotage Board. The lists are sent to the above by post and any urgent changes being notified by telephone.

(2) RADIO MESSAGES.

(a) Arrangements for sending permission by radio for ships to enter the district. (Regulation 13).

No application has been made to the Minister for a declaration that the Port Health Authority be considered as a 'radio transmitting port'.

(b) Arrangements for receiving messages by radio from ships and for acting thereon. (Regulation 14(1)(a) and (2)).

Arrangements have been made for the reception (and decoding if necessary) of wireless messages sent direct to the Port Health Office and the telegraphic address of 'Portelth, Newport' has been registered by the Post Office. After hours messages are telephoned to either the Port Medical Officer or the Senior Port Public Health Inspector at their residences. Wireless messages are also received through Shipping Agents approved by the Port Health Authority, viz:- Wm. Adams & Co., Bethell-Gwynn & Co., Dunn & Co. (Newport) Ltd., Houlder Bros. & Co., Jones, Heard & Co., Clifford C. Jones & Co., R.W. Jones & Co., and C. Shaw Lovell & Co.

(3) NOTIFICATIONS OTHERWISE THAN BY RADIO. (Regulation 14(1)(b)).

Arrangements for receiving notifications otherwise than by radio and for acting thereon.

Notification received through Barry Visual Signal Station or at Entrance Dock through H.M. Customs Officers, thence by telephone to Port Health Office, or after hours as in (2)(b).

(4) MOORING STATIONS. (Regulations 22 to 30).

Situation of stations, and any standing directions issued under these Regulations.

(a) Within the Docks. An isolated buoy within the Docks or the ships ordinary place of mooring.

(b) Outside the Docks. The Spit.

(c) Standing exemptions. These comprise ships with infectious diseases other than cholera, plague, yellow fever, typhus fever, relapsing fever or smallpox on board and the ships from ports in areas listed under Article 6 unless they are carrying cargo of grain or unless there has been during the voyage sickness or death among the crew or passengers or unusual mortality among the rats on board. In all such cases the Port Medical Officer is immediately notified.

(5) ARRANGEMENTS FOR:-

(a) Hospital accommodation for infectious diseases (other than smallpox - See Section VII);

Arrangements have been made for cases of Plague, Cholera, Yellow Fever, Typhus, Relapsing Fever and other Infectious Diseases to be admitted to Isolation Hospitals maintained by the Welsh Regional Hospital Board.

(b) Surveillance and follow up of contacts;

Forward notices are sent to the Medical Officers of the districts concerned when contacts leave the port. Those contacts who remain within the Port District are under the supervision of the Port Public Health Staff during the period of surveillance.

(c) Cleaning and disinfection of ships, persons, clothing and other articles;

Disinfection of accommodation on ships is carried out by spraying formaldehyde or carbolic or by means of burning sulphur.

Clothing, beds, and bedding are removed in the Local Authority's disinfection vehicle and arrangements are made with the Welsh Regional Hospital Board for steam disinfection at one of the local hospitals.

Disinfestation of persons is carried out at the Local Authority's Reception Centre.

SECTION VII - SMALLPOX

(1) Name of Isolation Hospital to which smallpox cases are sent from the district.

Penrhys Smallpox Hospital, Rhondda.

(2) Arrangements for transport of such cases to that hospital by ambulance giving the name of the Authority responsible for the ambulance and the vaccinal state of the ambulance crews.

The local Ambulance Service of the County Borough of Newport would convey such patients to Hospital.

Over seventy-five per cent of the ambulance personnel were found on recent enquiry to have been vaccinated and in event of an outbreak of Smallpox, all would be required to be vaccinated or re-vaccinated.

(3) Name of smallpox consultants available.

Dr. G.F.J. Thomas, St. David's Hospital, Cardiff.

Dr. E. Waddington, Pembroke House, St. Winifrede's Hospital, Cardiff.

(4) Facilities for laboratory diagnosis of smallpox.

Institute of Preventive Medicine, The Parade, Cardiff.

SECTION VIII - VENEREAL DISEASES

Information as to the location, days and hours of the available facilities for the diagnosis and treatment of venereal disease among merchant seamen under international arrangements, including in-patient treatment and the steps taken to make these facilities known to seamen.

Facilities for free diagnosis and treatment, including in-patient treatment, for all seamen suffering from Venereal Diseases are provided at the Royal Gwent Hospital.

The Clinic is now open for :- Males - Tuesdays, 9 a.m., Wednesdays, 2 p.m. and 5 p.m.; Fridays, 6 p.m.

An irrigation department, adjoining the Out-Patients' Department at the Royal Gwent Hospital (open daily) provides for irrigation treatment for males between their attendances at the medical session.

Notices are hung up at Public Lavatories and 'Public House' Lavatories giving particulars of the days and hours of the Clinics. Those in and near the docks are printed in four languages for the convenience of foreign seafaring men.

Patients found to be suffering from the disease are informed on board ship of these facilities.

SECTION IX - CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES ON SHIPS

TABLE D

Category	Disease	Number of Cases During the Year		Number of Ships Concerned
		Passengers	Crew	
Cases landed from ships from foreign ports ...	-	-	-	-
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	Typhoid Fever	-	1	1
Cases landed from other ships ...	Venereal Disease	-	1	1

Contacts of Typhoid Fever Case - M/V Brescia.

A notification was received from Liverpool Port Health Authority that an apprentice had been removed from this vessel at Liverpool and had been diagnosed as a case of Typhoid Fever.

The vessel's fresh water tank had been chlorinated, cleaned, and refilled with fresh water before leaving Liverpool and a number of faeces had been obtained from members of the crew at both that Port and at Swansea, the vessel's next port of call.

At Newport, blood samples were taken from 19 members of the crew who had been on the vessel on its previous voyage. These proved to be negative and, the vessel having sailed for Liverpool, the Port Medical Officer of Health of that Port was notified accordingly.

There were no cases of smallpox, cholera, plague, yellow fever, typhus or relapsing fever within the Port during the year.

SECTION X - OBSERVATIONS ON THE OCCURRENCE OF MALARIA IN SHIPS

No case of malaria was notified as having occurred during the voyages of vessels before arrival at Newport.

SECTION XI - MEASURES TAKEN AGAINST SHIPS INFECTED WITH OR SUSPECTED FOR PLAGUE

No infected or suspected ships arrived during the year.

SECTION XII - MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS

(1) *Procedure for inspection of ships for rats.*

Vessels are boarded by the Port Public Health Inspector as soon as possible after arrival, and unless the Masters produce recently issued certificates, inspections are extended to the holds, etc. in order to ascertain the rat population. The Port Rodent Operative also inspects vessels upon arrival in the port in cases when the Ships Agents have made requests for certificates.

(2) *Arrangements for the bacteriological or pathological examination of rodents, with special reference to rodent plague, including the number of rodents sent for examination during the year.*

Post-mortem examinations of rodents in connection with Plague precautions are carried out at the Public Health Department. All other examinations are carried out by the Public Health Laboratory Service.

(3) *Arrangements in the district for deratting ships, the methods used and, if done by a commercial contractor, the name of the contractor.*

The deratting of ships is carried out by private contractors under the supervision of the Port Public Health Inspector. Hydrogen Cyanide, sprayed and in an absorbed form for liberation, traps and poison bait are used for this purpose.

Contractors:- B.D. Gibbs & Son; Western Scaling Co., Hivey & Co., Associated Fumigators, Ltd., and Disinfestation, Ltd.

(4) *Progress in rat-proofing of ships.*

No additional rat proofing was provided on vessels at the port during the year.

TABLE E

RODENTS DESTROYED DURING THE YEAR IN SHIPS FROM FOREIGN PORTS

Category	Number
Black Rats ...	5
Brown Rats ...	Nil
Species not known ...	Nil
Sent for examination ...	Nil
Infected with plague ...	Nil

TABLE F

DERATTING CERTIFICATES AND DERATTING EXEMPTION
CERTIFICATES ISSUED DURING THE YEAR FOR SHIPS FROM
FOREIGN PORTS

Number of Deratting Certificates Issued				Total	Number of Deratting Exemption Certificates Issued	Total Certi- ficates Issued
After fumigation with		After Trapping	After Poisoning			
H C N	Other fumigant (state method)					
1	2	3	4	5	6	7
-	-	-	2*	2	36	38

* 1 vessel treated with sodium fluoracetate.

SECTION XIII - INSPECTION OF SHIPS FOR NUISANCES

TABLE G

INSPECTIONS AND NOTICES

Nature & Number of Inspections		Notices Served		Result of Serving Notices
		Statutory Notices	Other Notices	
General Inspections	1,315)	Nil	148	All notices complied with
Re visits ...	3,097)			
Total ...	4,412	Nil	148	- do. -

SECTION XIV

PUBLIC HEALTH (SHELL-FISH) REGULATIONS 1934 AND 1948

Information respecting any shell-fish beds or layings within the jurisdiction of the Authority stating whether they are, in the opinion of the Medical Officer of Health, liable to pollution. A report of any action taken, which should state whether any prohibited area has been prescribed, should be included.

There are no shell fish beds or layings within the jurisdiction of the Authority.

SECTION XV - MEDICAL INSPECTION OF ALIENS

No aliens were examined by the Medical Inspector during the year.

SECTION XVI - MISCELLANEOUS

Arrangement for the burial on shore of persons who have died on board ship from infectious diseases.

Bodies would be removed to the Infectious Diseases Hospital Mortuary, where they would remain until burial.

GENERAL INSPECTION OF VESSELS

4.0 per cent. of the 1,315 vessels inspected during the year had sanitary defects according to the standards laid down by the Board of Trade. 2.5 per cent. of the foreign vessels were insanitary, compared with 5.0 per cent. of the British vessels. Of the vessels inspected from foreign ports 4.9 per cent. had sanitary defects and the coastwise vessels 3.2 per cent.

<u>Nationality</u>	<u>Percentage with Sanitary Defects during the year 1961</u>
British	5.0
American	0.0
Belgian	0.0
Bulgarian	0.0
Danish	0.0
Dutch	0.0
Finnish	0.0
French	16.7
German	0.0
Greek	50.0
Italian	0.0
Jugoslav	0.0
Liberian	33.3
Norwegian	4.4
Panamanian	100.0

<u>Nationality</u>	<u>Percentage with Sanitary Defects During the Year 1961</u>
--------------------	--

Polish	0.0
Russian	0.0
Spanish	4.2
Swedish	0.0
Swiss	0.0

The types of nuisances and defects dealt with show that 79.0 per cent. of the nuisances were due to lack of care and sanitary supervision of the living quarters, whilst 21.0 per cent. were due to defective structural conditions, including those caused through wear and tear. The great majority of both types of nuisances could have been avoided by stricter supervision of the crew and attention to minor structural defects.

With regard to individual nuisances discovered, dirty and verminous crews' quarters, berths, washplaces, and messrooms accounted for 68.8 per cent., foul and dirty water closets for 16.5 per cent., and dirty food lockers 37.7 per cent.

Lack of attention to fittings and structures, including defective side ports, entrance doors, water closets and water heaters were responsible for a large proportion of the other insanitary conditions.

DANGEROUS DRUGS REGULATIONS, 1953.

During the year one application was received from the Master of a foreign owned vessel for a certificate to procure drugs under the provisions of the above regulations. The drugs were required to complete the necessary equipment for the ship in accordance with the Ministry of Transport standards for British Vessels. An authorisation was granted.

FOOD INSPECTION

Particulars of the food imported during 1961 and of the amount of unsound food destroyed or otherwise disposed of so as not to be used for human food, will be found in the Inspector's report attached.

I wish to thank the Collector of H.M. Customs and his 'Preventive' Officers, the Clerk of the Pilotage Board, Pilots and Officials of the British Transport Commission, for affording prompt and valuable assistance at all times in carrying out preventive work in connection with Infectious Diseases.

I have the honour to be,

Your obedient Servant,

W.B. CLARK,

Medical Officer of Health.

INSPECTOR' S REPORT

*To the Chairman and Members of the Health Committee acting as the
Port Health Authority.*

I beg to submit my Annual Report for the year 1961.

SHIP INSPECTION

During the year 1,315 vessels were inspected and 52(4.0 per cent.) of them were found to have nuisances or defects on board. It was not necessary to serve any statutory notices with regard to these vessels. 148 verbal and informal notices were given, as a result of which practically all the nuisances and defects were remedied and 96 quayside nuisances abated. 3,097 re-visits were made to vessels in connection with sickness, nuisances and defects, rat destruction, and to vessels from infected areas.

As shown in Table 1, 765 British and 550 foreign-owned vessels were inspected during the year, and of these 38 (5.0 per cent.) British and 14 (2.5 per cent.) foreign were found to have nuisances and defects on board. 593 of the vessels were from foreign and 722 from coastwise ports, the numbers found to be insanitary being 29 (4.9 per cent.) and 23 (3.2 per cent.) respectively.

NUISANCES AND DEFECTS.

Dirt, vermin and other conditions prejudicial to health accounted for 64 (79.0 per cent) and structural defects caused through wear and tear 17 (21.0 per cent.) of the total found. The numbers and types of nuisances and defects dealt with on British and foreign owned vessels together with percentages are shown in Tables II and III. Table IV indicates the various nuisances dealt with, and of these 0.9 per cent. were due to the verminous condition of quarters and berths, 37.7 per cent. to dirty lockers, 41.6 per cent. to dirty quarters, 0.4 per cent. to defective washbasins, etc., 18.6 per cent. to foul, dirty and defective water closets and fittings, 0.9 per cent. to defective water heaters and 27.3 per cent. to dirty messrooms and washplaces.

DIRT, VERMIN AND OTHER CONDITIONS PREJUDICIAL TO HEALTH.

This type of nuisance was found on board 4.2 per cent. of the British vessels and 2.0 per cent. of the Foreign-owned vessels inspected during the year.

Dirty and verminous crews quarters, foul water closets, choked scuppers, dirty food and clothes lockers accounted for the majority of the nuisances under this heading.

The number of vessels dealt with during the year on account of the dirty conditions of crews' accommodation was lower than that for the previous year and there was a reduction of 25% in the number of rooms found in this condition.

The disinfection of verminous vessels was carried out by the pressure spraying of liquid insecticides and also by applying a resin lacquer incorporating a powerful insecticide which remains active for long periods. Many shipping Companies have now adopted this latter method of vermin control and when it has been applied to all parts of the accommodation has proved to be very effective.

STRUCTURAL DEFECTS CAUSED THROUGH WEAR AND TEAR.

Defective water closets and fittings were responsible for the greater number of this type of defect, and many of these conditions were caused by misuse and lack of attention. Other defects dealt with were defective entrance doors, wash-basins and fittings, water heaters, ports, tiled decks, water pipes and fittings, bunks and fittings and an auxiliary pump.

This type of defect was found on board 1.2 per cent. of the British vessels and 0.5 per cent. of the foreign vessels inspected during the year.

CLEAN AIR ACT, 1956 THE DARK SMOKE (PERMITTED PERIODS) VESSELS REGULATIONS 1958

These regulations came into operation on the 1st June, 1958 and specify the permitted times for smoke emissions from the various types of vessels.

The attention of the Masters and Engineers of vessels arriving at the port is directed to the requirements of the regulations. Owners of the Tug-boats and dredging vessels working within the port have also been notified and one of the observations made during the year was in respect of a vessel of this type.

32 observations were made during the year of the smoke emissions from 26 British and 6 foreign owned vessels. In each case the emission was within the prescribed limits.

TABLE I
VESSELS INSPECTED - FOREIGN AND COASTWISE

VESSELS	Vessels			Nuisances & Defects	
	Number Inspected	No. found to have Defects etc. on Board	No. on which Defects etc. were Remedied	Found	Remedied
<u>From Foreign Ports</u>					
British Steamers	45	7	7	15	15
British Motor Vessels	219	11	11	19	19
British Sailing Vessels	-	-	-	-	-
Total British ...	264	18	18	34	34
Foreign Steamers	29	6	6	11	11
Foreign Motor Vessels	300	5	5	6	6
Foreign Sailing Vessels	-	-	-	-	-
Foreign Fishing Vessels	-	-	-	-	-
Total Foreign ...	329	11	11	17	17
Total Vessels from foreign	593	29	29	51	51
<u>From Coastwise</u>					
British Steamers	114	3	3	3	3
British Motor Vessels	387	17	17	22	22
British Sailing Vessels	-	-	-	-	-
Total British	501	20	20	25	25
Foreign Steamers	23	2	2	4	4
Foreign Motor Vessels	198	1	1	1	1
Foreign Sailing Vessels	-	-	-	-	-
Total Foreign	221	3	3	5	5
Total Vessels from Coastwise ...	722	23	23	30	30
Total from Foreign and Coastwise ...	1,315	52	52	81	81

TABLE II

SHOWING NUMBER OF VESSELS INSPECTED, CLASSIFIED ACCORDING TO NATIONALITY AND DEFECTS DISCOVERED

Nationality	No. of Vessels Inspected	Number of		Defects of original construction		Structural Defects through wear and tear		No. of Vessels Concerned	Dirt, Vermin and other conditions prejudicial to health	No. of Nuisances Found
		Vessels on which Defects or Nuisances were found	Nuisances and Defects Found	No. of Vessels Concerned	No. of Defects Found	No. of Vessels Concerned	No. of Defects Found			
British	765	38	59	-	-	9	13	32		46
American	1	-	-	-	-	-	-	-		-
Belgian	1	-	-	-	-	-	-	-		-
Bulgarian	1	-	-	-	-	-	-	-		-
Danish	37	-	-	-	-	-	-	-		-
Dutch	201	-	-	-	-	-	-	-		-
Finnish	23	-	-	-	-	-	-	-		-
French	6	1	2	-	-	-	-	1		2
German	52	-	-	-	-	-	-	-		-
Greek	4	2	5	-	-	-	-	2		5
Italian	5	-	-	-	-	-	-	-		-
Jugoslav	1	-	-	-	-	-	-	-		-
Liberian	15	5	7	-	-	-	-	5		7
Norwegian	68	3	4	-	-	2	3	1		1
Panamanian	1	1	1	-	-	-	-	1		1
Polish	11	-	-	-	-	-	-	-		-
Russian	11	-	-	-	-	-	-	-		-
Spanish	48	2	3	-	-	1	1	1		2
Swedish	64	-	-	-	-	-	-	-		-
Swiss	1	-	-	-	-	-	-	-		-
Totals -	1,315	52	81	-	-	12	17	43		64

TABLE III
NUISANCES AND DEFECTS

	BRITISH	FOREIGN	TOTALS
Defects of Original Construction ...	-	-	-
Per Cent. of Total Defects ...	-	-	-
Structural Defects through wear and tear	13	4	17
Per Cent. of Total Defects	16.1	4.9	21.0
Dirt, Vermin and other Conditions prejudicial to health ...	46	18	64
Per Cent. of Total Defects	56.8	22.2	79.0

TABLE IV
NUISANCES AND DEFECTS DEALT WITH

Nuisances and Defects Found	On British Vessels	On Foreign Vessels	Total Found
Defective Bunks and Fittings ...	1	-	1
" Entrance Doors ...	-	3	3
" Ports, etc. ...	2	-	2
" Floors ...	1	-	1
" Auxiliary Pump ...	1	-	1
" Washbowls and Fittings ...	-	1	1
" Water Closets and Fittings	4	1	5
" Water Heaters ...	2	-	2
" Water Pipes and Fittings ...	1	-	1
Dirty Crew Rooms and Quarters ...	90	4	94
Dirty Lockers ...	140	-	140
Dirty Messrooms ...	28	5	33
Dirty Washplaces, etc. ...	22	8	30
Choked Scuppers and Sinks ...	6	4	10
Deck Refuse ...	1	1	2
Foul and Dirty Water Closets ...	24	14	38
Quayside Nuisances ...	68	28	96
Verminous Pantries, Galleys & Storerooms	3	-	3
Verminous Quarters, Berths & Messrooms	2	-	2

RAT DESTRUCTION

The warehouses, sheds, quays, hoists, sidings, river banks, wharves and private premises within the district were periodically inspected. The British Transport Commission's Ratcatcher co-operate with the Port Health Staff, and immediate measures are taken when fresh evidence of rats is seen or their presence reported.

1,572 poison baits were laid down within the district, during the year, mainly by the British Transport Commission's Ratcatcher; 222 rats and 185 mice were estimated to have been killed by these baits.

Two vessels were deratted by means of traps and poison baits during the year resulting in the destruction of 5 rats. One of these vessels was also treated by means of the Sodium Fluoracitate method.

TABLE V

Method of Destruction	Number of Rats Destroyed				Total No. of Rats Killed
	On Vessels		Ashore		
	Male	Female	Male	Female	
Fumigation by HCN	-	-	-	-	-
Fumigation by Sulphur	-	-	-	-	-
Trapping ...	-	-	-	-	-
* Poison Bait ...	2	3	1	3	9

* The British Transport Commission's Ratcatcher laid 1,552 poison baits during the year, estimating the destruction of 218 rats and 185 mice.

PUBLIC HEALTH (SHIPS) REGULATIONS, 1952-1961 REGULATION 19.

Thirty-eight vessels were inspected and searched in accordance with this Regulation. Thirty-six being found free from rodents were issued with Exemption Certificates.

Rat repressive measures were successfully taken on the remaining two ships and Deratting Certificates issued.

Certificates issued (Port Form II):-

Deratting 2, Exemption 36, Total 38.

With a few exceptions all vessels from foreign ports are examined for evidence of rats, and when recent indications are found, precautions are taken to prevent the rats making their way ashore.

THE PREVENTION OF DAMAGE BY PESTS (APPLICATION TO SHIPPING) ORDER 1951, AND AMENDMENT NO. 2 ORDER, 1956.

In addition to the functions they exercise, in common with other local authorities, Port Health Authorities are empowered to issue Rodent Control Certificates. The purpose of these certificates is to relieve Authorities from the necessity of inspecting coast-wise vessels which are known to be free or to have been recently freed from rats and mice and the period of validity has been limited to four months.

Since the Amendment No.2 Order came into operation, authorising a charge for these certificates, most of the vessels have preferred to pay the slight additional cost and obtain International Certificates. No Rodent Control Certificates were issued at this port during the year.

VESSELS FROM INFECTED AREAS

Twelve of the vessels inspected during the year were from infected areas. These vessels were boarded in the Entrance Locks or immediately upon arrival at their berths and those from Typhus Fever infected areas were examined for the evidence of vermin, in conjunction with the medical examination of the crews.

IMPORTATION OF ANIMALS, ETC.

The various orders with reference to the importation of canine and other animals, etc., have been enforced during the year. 57 dogs, 37 cats, 1 parakeet, 11 parrots and 57 budgerigars were brought into the port on board 105 vessels. In addition, 3 horses, 11 bulls, 31 cattle and 2 dogs were brought into the port as cargo for export, whilst 1 dog was brought into the port whilst in transit to another port.

Of the above, 3 parrots and 1 budgerigar were landed at this port, on permit from the Ministry of Agriculture and Fisheries.

FOOD INSPECTION

FOOD AND DRUGS ACT, 1955

THE PUBLIC HEALTH (IMPORTED FOOD)
REGULATIONS, 1937 AND 1948

The inspection, examination and control of foodstuffs imported under the above regulations has been greatly facilitated by the co-operation of the Officers of H.M. Customs and Excise.

The amount of foodstuffs landed within the port from 98 vessels during the year was 17,914 tons more than three times the amount for the previous year. This increase was mainly due to the importation of 12,872 tons of cider apples, carried in bulk on board 25 vessels.

541 tons were imports of flour from Canada, canned fruit from South Africa and lard from the United States of America. 4,037 tons of lemon juice were imported from Sicily, whilst the remaining 464 tons were landed as small consignments from regular trading vessels from Continental and Scandinavian countries.

FOOD IMPORTATIONS.

Apple Juice, 24 tons; Bacon 13 tons; Beer 22 tons; Canned Cream, 40 tons; Canned Fish, 27 tons; Canned Fruit, 154 tons; Canned Meats, 205 tons; Canned Milk, 20 tons; Canned Tomatoes, 32 tons; Cider Apples, 12,872 tons; Flour etc., 356 tons; Gelatine, 31 tons; Lard, 32 tons; Lemon Juice, 4,037 tons; Macaroni, 9 tons; Margarine, 4 tons; Nuts 5 tons, Onions, 5 tons; Dried Peas, 6 tons; Starch (Maize), 10 tons; Wines and Spirits, etc., 6 tons; and Miscellaneous Goods, 5 tons.

Foods condemned and disposed of for purposes other than human consumption were:-

Imported Food:- Canned Fruits, 668 lbs; Canned Tomatoes, 362 lbs; Tomato Ketchup, 21 ozs; Total 1,031 lbs. 5 ozs.

Ship Stores:- Bacon, 10 lbs; Beef, 60 lbs; Cereals, 273 lbs; Canned Vegetables, 12 lbs; Fish, 7 lbs; Flour, 1,870 lbs; Dried Fruits, 122 lbs; Lard, 56 lbs; Pickles, 46 lbs; Rice, 112 lbs; Spices, 10 lbs; Sugar, 294 lbs; Total, 2,872 lbs.

THE PUBLIC HEALTH (SHELL-FISH) REGULATIONS, 1934 and 1948

There are no shell-fish beds laying within the jurisdiction of the Authority.

I am,

Your obedient Servant,

R.M. SCORRER,

*Senior Port Public Health
Inspector.*